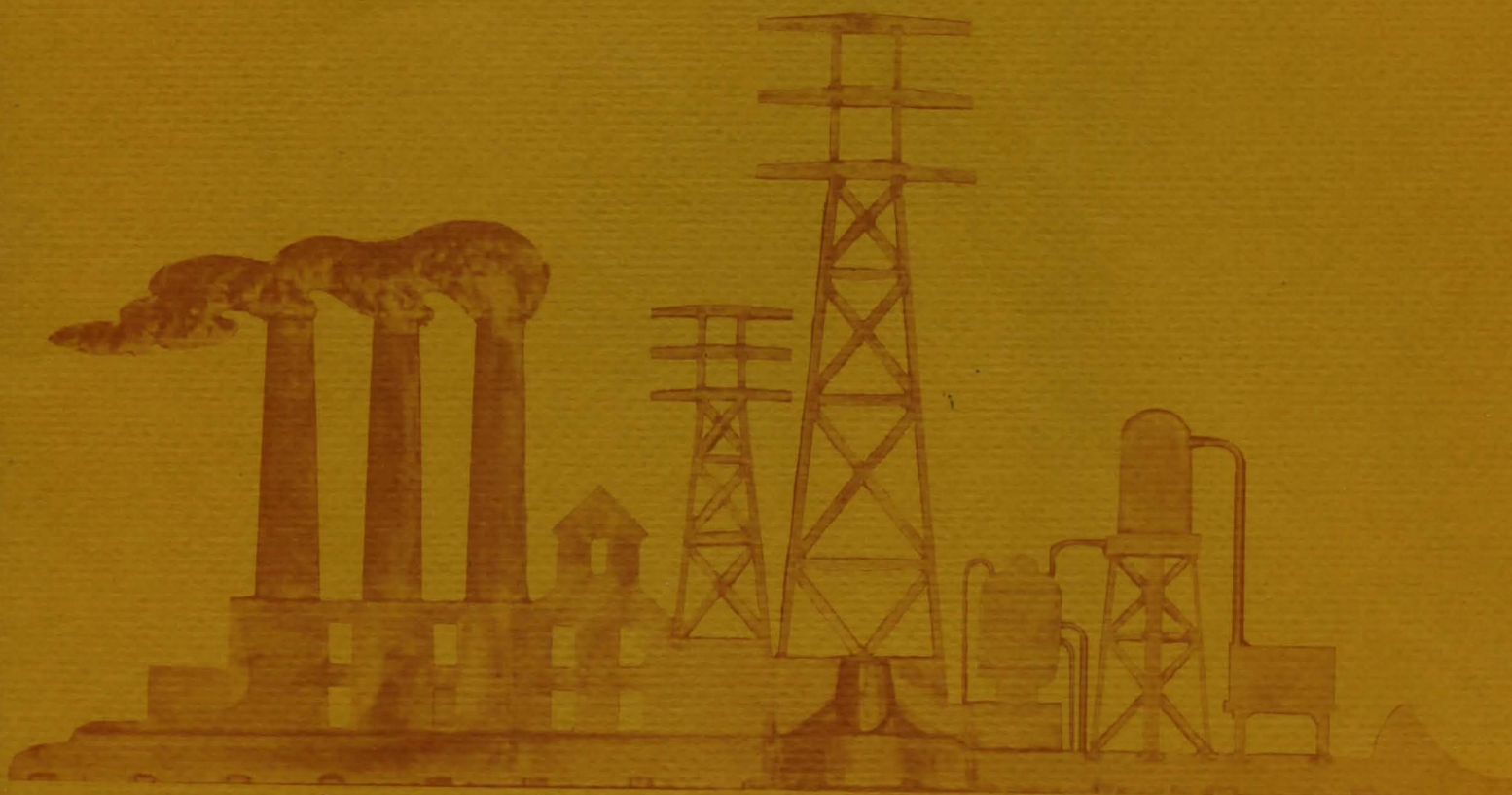
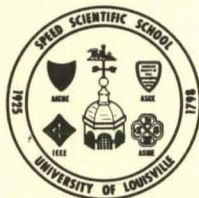


**PROGRESS IN ENGINEERING EDUCATION
1925-1969**



SPEED SCIENTIFIC SCHOOL UNIVERSITY OF LOUISVILLE

**HISTORY OF PROGRESS IN ENGINEERING EDUCATION
SPEED SCIENTIFIC SCHOOL
JAMES BRECKENRIDGE SPEED FOUNDATION
UNIVERSITY OF LOUISVILLE
LOUISVILLE, KENTUCKY
1925-1969**



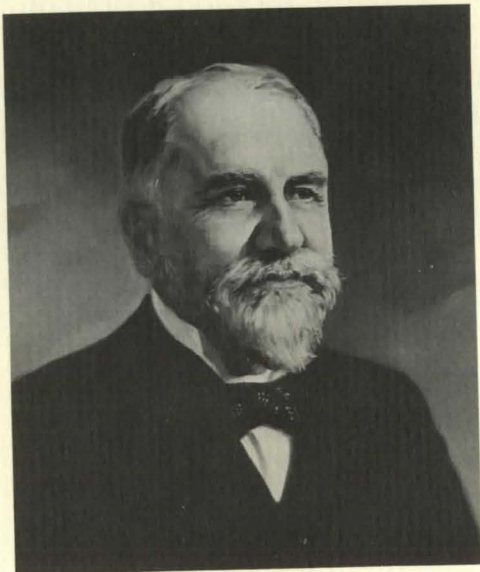
DEDICATION

This book is dedicated to all of our Alumni, Faculty, Staff and Administrators and to the Speed family, who have pioneered in the development of the Speed Scientific School.

It would be impossible to list all who have made so many contributions, but we also acknowledge with appreciation the contributions of our industrial and governmental friends.

We are proud of our school, and those of us who pioneered in the past extend to those who follow, a rich heritage for the tasks that lie ahead.

R. C. Ernst, Dean.



James Breckenridge Speed

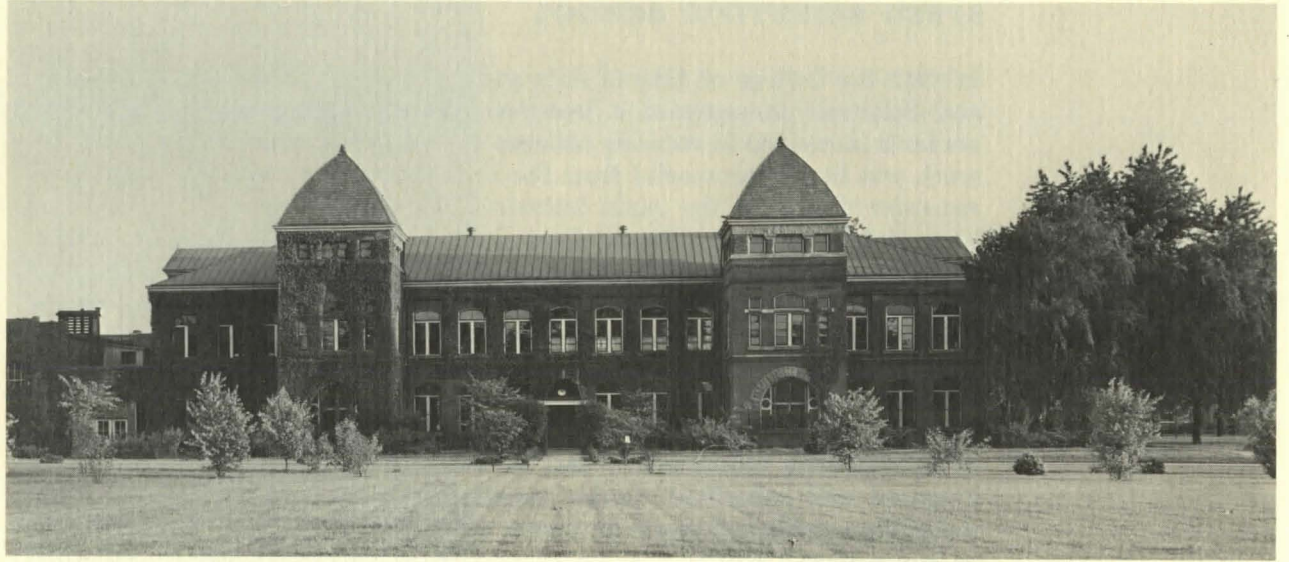
SPEED SCIENTIFIC SCHOOL

In 1912 the College of Liberal Arts and Sciences (now the College of Arts and Sciences) inaugurated a two-year pre-engineering course to prepare students interested in entering colleges of engineering and architecture. This work was highly successful from the beginning. After several years, it was apparent that with the rapid industrial growth of Louisville during and immediately following World War I there was a field for a school of engineering as a part of the University of Louisville.

Early in 1923 President Arthur Y. Ford commissioned Bennett M. Brigman to make "a study of engineering colleges and to make recommendations on the type of school suitable to Louisville with complete and detailed costs of organization, equipment, building, and maintenance of the same." After thirteen months of investigation by visiting colleges of engineering and of interviewing industrialists east of the Mississippi River, a report was prepared and submitted. Under conditions existing at that time, it was definitely established that a minimum outlay of \$500,000 would be required to incorporate a school of engineering in the University organization. Since that amount of money was not available, the project was set aside for future consideration.

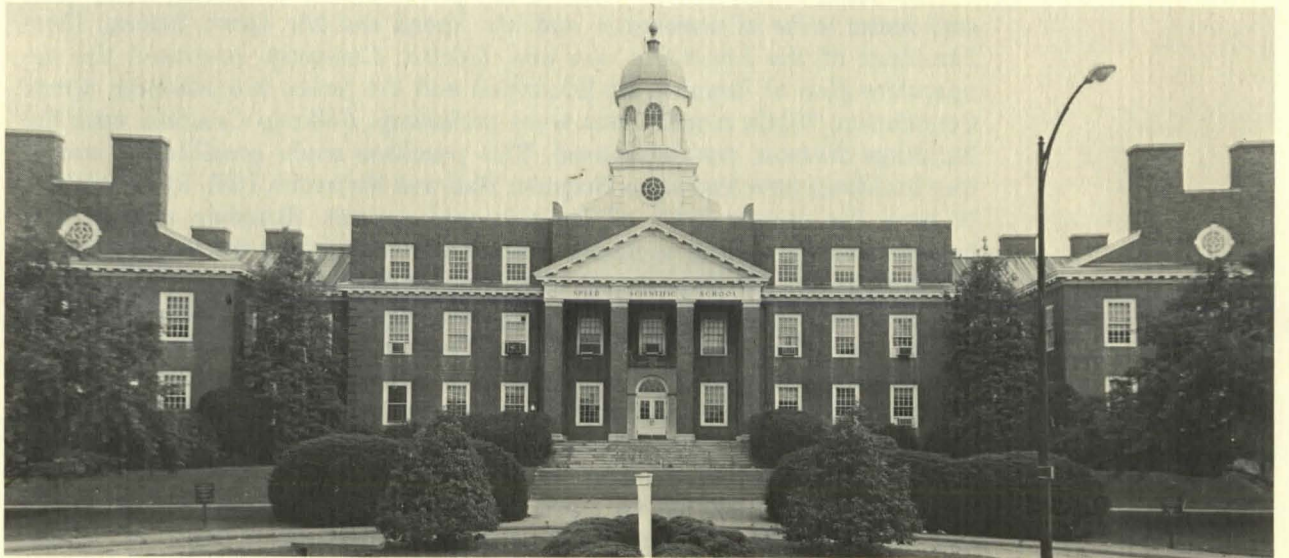
In 1924, however, Mr. William Shallcross Speed indicated his interest and desire to be of assistance, and Mr. Speed and Mr. Lewis Streng, Vice-President of the Louisville Gas and Electric Company, proposed the co-operative plan of Engineering Education and the James Breckenridge Speed Foundation. While negotiations were underway, Belknap Campus, with the buildings thereon, was purchased. This purchase made possible the use of two buildings now known as Brigman Hall and Patterson Hall, by alterations to meet the requirements of the proposed project. (Brigman Hall is now occupied by the School of Business and Patterson Hall by the Department of Psychology and the Department of Aerospace Science.)

With the acceptance of the proposed organization of the engineering school, the James Breckenridge Speed Foundation "for establishment of a separate department in the undergraduate curriculum of the University for the scientific study in engineering in manner and form generally adopted by the universities of the United States, and the completion of which will lead to the degree of Bachelor of Science in the designated branches of engineering" was created by a gift of \$250,000 from Mr. William S. Speed and his sister, Mrs. Frederic M. Sackett, as a memorial to their father, Mr. James Breckenridge Speed. The department was to be known as "the Speed



Brigman Hall

Main Speed Building



Scientific School — James Breckenridge Speed Foundation." The Declaration of Trust states that "the donors desire to perpetuate the memory of their father in a gift which will bear his name, establish a permanent memorial, and serve a purpose which the donors believe would, if he were living, be peculiarly acceptable to him."

Mr. James Breckenridge Speed was a pioneer industrialist in Louisville and Southern Indiana for many years, and the Speed Scientific School is, therefore, a living and virile memorial to his citizenship and activities in the industrial growth of the community he helped to build.

The original endowment of \$250,000 was invested, and most of the income has been used to supplement additional grants by the family in the building program of the School. Another major gift came in 1948, when Mrs. Olive Speed Sackett gave \$350,000 toward the building of Sackett Hall in memory of her husband, Frederic M. Sackett. In 1958 William S. Speed Hall was completed with a gift of \$450,000 from the estate of Mr. William S. Speed. Mr. Speed had previously given \$130,000 toward the construction of the Main Speed Building.

The Speed family has continued its benevolence, and has given the School a total of more than \$1,250,000 in major gifts. Through the years, the interest of the Speed family in the School has never wavered, and its continued moral and financial support has stimulated and sustained the growth of the institution. The gifts from the Speed family have actually been much greater than the announced value of their capital giving. In supplying funds for the building needs of the School, the Speed family has enabled the University to furnish the operating budget without financial strain.

BUILDINGS

The University of Louisville purchased in 1923 the property of the Louisville Industrial School at Third and Shipp Streets. This was made possible by the sale of property in the Highlands acquired in 1917 through a gift of Mrs. William B. Belknap and children as a memorial for Mr. William B. Belknap. The newly acquired property became known as Belknap Campus.

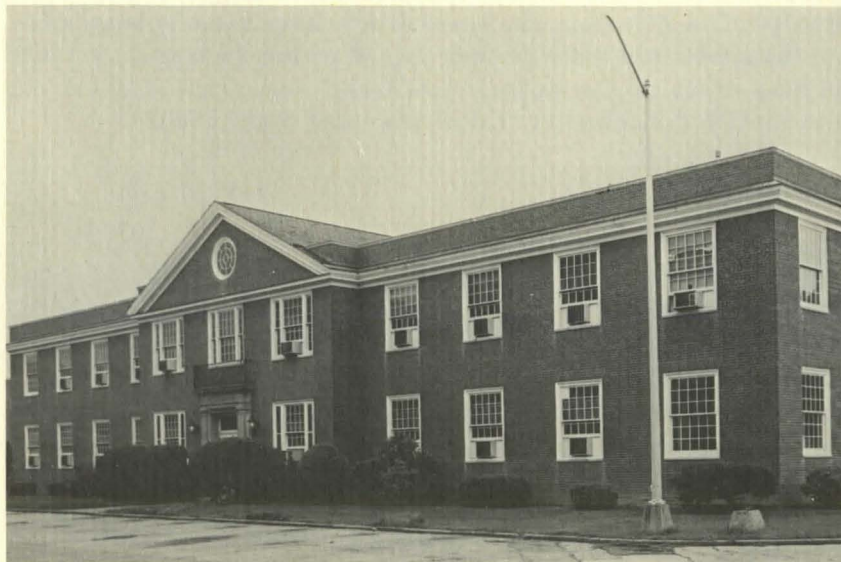
The two buildings at the southwest corner of the Campus needed only to be remodeled to meet the needs for opening the Speed Scientific School. (1) The Leathers Building became the original Speed School Building and contained offices, classrooms, and laboratories for all classes of work



Sackett Hall



Institute of Industrial Research



excepting physics and chemistry. After the death of Dean Bennett M. Brigman in 1938, this building was named for him. For 33 years it was used by Speed School for all or part of its work. (2) Speed Annex had been the Pettit Building of the Louisville Industrial School. It was remodeled for classrooms and offices. The hydraulics, physics, and the chemical engineering laboratories were temporarily located in other campus buildings. In 1934, however, the chemical engineering laboratory was moved from the basement of the building which is now the office of the Dean of the College of Arts and Sciences. The Chemical Engineering department was thus located in the Annex including a newly constructed laboratory wing, later named Patterson Hall in memory of former Chancellor John L. Patterson.

In 1928, ten students were graduated who had transferred into Speed School from the College of Liberal Arts; and in 1929, nineteen degrees were granted to students who had started as freshmen in the fall of 1925. During the ten years following the initial graduating class, an average of 21 degrees per year were granted, and 78 per cent of those graduates were gainfully employed in engineering work while only 5 per cent were engaged in graduate work. In these same ten years, the undergraduate enrollment had grown from 120 to approximately 210 students. Crowded classrooms and laboratories made the consideration of additional facilities a necessity.

After the death of Dean Brigman and shortly after the appointment of Dean F. L. Wilkinson, Jens Frederick Larson of Hanover, New Hampshire, architect for the newly constructed Law School building, was employed to design new facilities for Engineering. In 1941 the first building of the proposed Speed Scientific School unit south of Eastern Parkway was completed. Chemical Engineering was the first department to move. Brigman and Patterson Halls continued to be used by the other engineering departments for their expansion. This included the moving of the hydraulics laboratory to Brigman Hall.

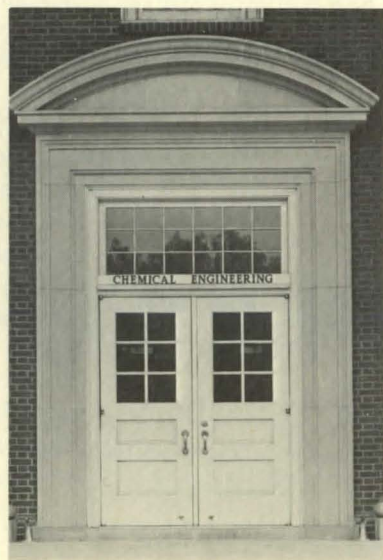
In 1945 the Institute of Industrial Research Building was completed. It is located south of the Main Speed School Building. This new unit of the Speed Scientific School was incorporated as a separate unit named the University of Louisville Institute of Industrial Research. It is operated as a non-profit institution for the purpose of using graduate students and engineering faculty to conduct research projects for industries too small to maintain individual research departments.

Upon the completion of Sackett Hall in 1949 and the removal of the mechanical engineering laboratories from Brigman and Patterson Halls, additional space was allotted to the Civil Engineering Department for a soil



W. S. Speed Hall

Chemical Engineering Building



mechanics laboratory in Brigman Hall, and the Electrical Engineering Department was able to expand both its electronics and power laboratories. In 1958 the fourth unit, named William S. Speed Hall, was completed. Both the Civil and Electrical Engineering Departments moved to this new building on the south side of Eastern Parkway, and Brigman Hall was remodeled for the use of the School of Business and Patterson Hall for the Air Force and the Department of Psychology of the College of Arts and Sciences.

In 1967 the fifth building in the Speed School group was completed and occupied by the Chemical Engineering Department. This move again made space available to shift other departments and again relieve crowded conditions. The electronic computer laboratories and offices were moved from W. S. Speed Hall to the east basement of the Main Speed School Building. The isotope laboratories were moved from W. S. Speed Hall and incorporated with the Physics Department in all three floors of the west wing of Main Speed School Building. These moves allowed more room in Civil Engineering and Electrical Engineering for graduate research and also allowed additional space for the Physics Department of the College of Arts and Sciences in the Natural Science Building. For the first time all classes in engineering, physics, chemistry, mathematics, economics, humanities, and social sciences for engineering students were housed in the engineering group of buildings on the south side of Eastern Parkway.

At this time the undergraduate student body had grown to 670 students including 80 master's candidates and 7 doctor's candidates. Presently about 90 bachelor degrees are granted annually.

The Main Speed School Building, Sackett Hall, William S. Speed Hall, and the Chemical Engineering Building were all constructed under the supervision of Professor W. Roscoe McIntosh.

CO-OPERATIVE WORK

From the opening of the school in 1925, Speed School has had the "Cooperative System" of engineering education, whereby a student receives practical work at the semi-professional level during three-month periods spaced throughout his curriculum. Between 1925 and 1944, when the school was on the four-year plan, co-operative quarters were scheduled in the sophomore and junior years. During World War II years, it became necessary to accelerate the study program and curtail somewhat the co-operative pro-

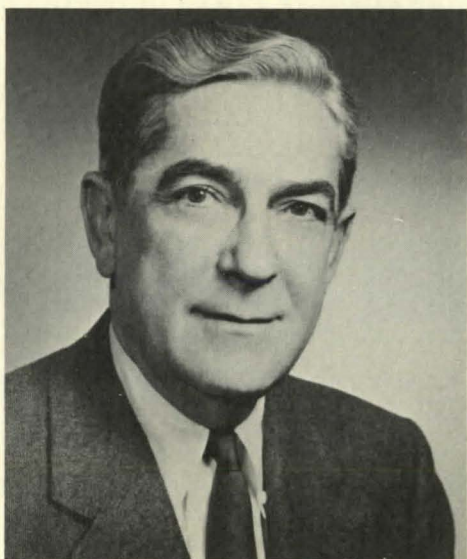


Bennett M. Brigman



Robert C. Ernst

Ford Lee Wilkinson, Jr.



gram. War contracts in industry and the inclusion of a Navy V-12 program created this necessary adjustment.

In 1945 a five-year curriculum was begun. The co-operative program then became a part of the junior and pre-senior years. For those students enrolled in the Navy program, the two required summer Navy cruises are credited in lieu of two quarters of co-operative work, and for those students enrolled in the Air Force program the required camp assignment may be credited in lieu of one quarter of co-operative work.

Records indicate that in the spring quarter of 1925-1926, 6 students were assigned to five co-operating firms in Louisville. In the summer quarter of 1926-1927, 28 students were employed by 11 firms. This program has now grown to a quarterly assignment of an average of 100 students in 60 co-operating firms. In 1928, assignments extended beyond Louisville or even Kentucky, and since then have extended world-wide to a limited degree.

The Speed co-operative system sets Speed School above and apart from those engineering schools which have only classroom instruction. Every Speed graduate has had four quarters of on-the-job experience, and many are employed after graduation by those companies for which they did co-operative work while in school.

DEANS

Speed School is unique in that it has had only three deans in its first 43 years. BENNETT MATTINGLY BRIGMAN served from 1924-1938 under

A. Y. Ford, President from 1914 to 1926

George Colvin, President from 1926 to 1928

John L. Patterson, Acting President from 1928 to 1929

Raymond A. Kent, President from 1929 to 1943

As soon as the recommendations of Bennett M. Brigman for an engineering school with a proposed course of study became a reality by the original gift of Mr. William S. Speed and Mrs. Frederic M. Sackett, Bennett M. Brigman was named Dean and was directed to supervise the remodeling of buildings and the assembling of the faculty. Thus the basic character and flavor of the School were established by a man admirably fitted for the work of organizing and laying the ground work upon which the School was to be built. To quote from the first catalogue published for the year 1925-1926:



Faculty 1938

"The Speed Scientific School is an undergraduate school of the University of Louisville for the study of sciences in engineering. It offers courses in Chemical, Civil, Electrical, and Mechanical Engineering, each to cover a period of four years. The courses in engineering are of the 'co-operative' type and are arranged so as to provide for specialization in the important fields of these sciences.

"After a study of the methods in engineering education and a survey of the industrial needs of Louisville and its environs, it has been decided that the co-operative plan of engineering education is the best type to meet the requirements of the municipality. The co-operative plan is a practical method of harmonizing the conflicting demands of technical skill and liberal education. It is based upon the need of theory and practice under working conditions of engineering.

"To obtain this practical training the classes are divided into two groups, one of which is engaged in class work and the other is employed in an industrial establishment. After three months these groups exchange places.

"The course of study covers four years of twelve months each. The Freshman year is spent in class work, the Sophomore and Junior years are divided between class work and co-operative work, and the Senior year is devoted to class work and the summing up of the work of the three previous years. This course provides the same amount of theoretical training as is usually given in any engineering or technical school.

"During periods of co-operative work each student becomes a regular employee of the co-operating firm. He receives pay for his services, and is subject to the same disciplinary rules and regulations as any other employee. The student is required to make progress in his practical work in order to receive full credit in the school. In like manner, progress must be made in the theoretical work before the student will be sent out to the industries."

Dean Brigman was also responsible for the inclusion in Speed Scientific School of its own departments of Mathematics, Physics, and English.

Speed Scientific School was particularly fortunate in that its foundation coincided with the study of the Society for the Promotion of Engineering Education on new curricula for engineering schools. By 1937 the Engineers' Council for Professional Development had been formed by the Society for the Promotion of Engineering Education and all major engineering societies to supervise accrediting of engineering schools. Speed School received full accreditation for all of its departments, and has continued to receive full accreditation in all subsequent inspections.

The first faculty included Bennett M. Brigman, Dean and Professor of

Faculty and Students 1947









Engineering Drawing; Dr. Alfred W. Homberger, Professor of Chemistry; Wylie B. Wendt, Professor of Civil Engineering; Dugald C. Jackson, Jr., Professor of Electrical and Mechanical Engineering; Dr. Leo G. Raub, Assistant Professor of Physics; Dr. Hans Jensen, Assistant Professor of Physical Chemistry; James C. Ashby, Assistant Professor of Mechanical Engineering; Jesse W. Huckbert, Assistant Professor of Mathematics; Joseph A. Burns, Instructor in English; and Louis Howland, Instructor in Chemistry.

Dean Brigman was also the liaison committee member in remodeling the Campus. Although no action had been started to alter the alignment of Eastern Parkway east of Third Street, Dean Brigman was foresighted enough to negotiate with the City for the construction of a pedestrian tunnel across the Parkway when the change was made. With the resulting increase in area south of the Parkway, there would be a greater need for more than a surface access to that part of the Campus.

The 1937 flood, the liaison responsibility in the continuous expansion of the Campus, and the untiring efforts of Dean Brigman to serve whenever and wherever needed, ultimately led to his death in February, 1938.

In March, 1938, the Board of Trustees of the University paid tribute in these words:

" . . . the University of Louisville has lost one of the most valuable and notable members of its faculty.

"Because of his sustained, intelligent sympathy with young men and their problems, he was unusually well equipped in human traits to be the administrative leader of a school whose student body is composed almost exclusively of men. Possessing a disposition which won friends quickly and kept them, he was peculiarly fitted to administer a division of the University which is continuously dependent upon the cooperative good will of individuals and organizations outside the fields of education.

"Dominated by a character unquestioned in a community where he spent his entire life, he enjoyed the full confidence not only of his colleagues and other associates, but also of all those with whom he came in contact.

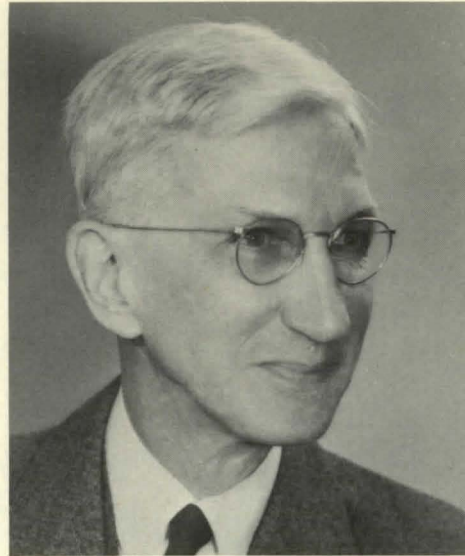
"His outstanding contributions were in his own profession. The Speed Scientific School as originally organized conformed very largely to plans of his formulation. The unusual advancement during the nearly thirteen years of its operation and its present enviably high professional standing are due to his wise leadership and indefatigable efforts. In a sense that is true of no other part of the University, the Speed Scientific School is the objectification of the plans and purposes of one man, Dean Brigman.

"We can only partially fill Dean Brigman's place because of his relations to the student body of his School, to its alumni, to the community, as well as to the different parts of the University. The Board of Trustees had come to



Student Body 1926





Wylie B. Wendt

Robert C. Ernst



esteem him most highly, both in their personal as well as their professional relations with him, . . . ”

FORD LEE WILKINSON, JR. served from 1938-1947 under

Raymond A. Kent, President from 1929 to 1943

Einar W. Jacobsen, President from 1943 to 1946

Frederick W. Stamm, Acting President from 1946 to 1947

After several months of search by both the Board of Trustees and a committee of the faculty and upon recommendation of the faculty, Ford Lee Wilkinson, Head of the Department of Mechanical Engineering of the University of Tennessee, was appointed Dean of Speed School in 1938. Dean Wilkinson had resigned his commission in the U.S. Navy in 1927 to become associated with the firm of Wilson, Weesner, Wilkinson Company of Nashville, Tennessee as sales engineer. He was appointed chief engineer of the Bureau of Smoke Regulation in Knoxville, Tennessee, and was associated with Riley Stoker Corporation of Worchester, Massachusetts before joining the faculty of the University of Tennessee in 1933.

After considerable investigation and planning, ground was broken in the early spring of 1940 for the construction of the present Main Speed School Building on the south side of Eastern Parkway. This was a W. P. A. (Works Progress Administration) project without the aid of a general contractor, and the building was completed a year later. War preparation activities advanced; and about one year after the structure was occupied, the University contracted to serve in the U. S. Navy V-12 program, for which Dean Wilkinson was liaison officer for the University. This was an accelerated undergraduate engineering program in which approximately four hundred navy personnel were programmed for the B.S. degree in eight trimesters of academic study without co-operative work. Because Speed Scientific School had from its beginning taught on a twelve-month basis, this transition was not difficult to make. This large group of Navy students plus a very few civilian students (the result of the heavy induction of young men into the armed services) taxed the enlarged facilities again into a crowded condition.

At the close of the war and with the cessation of the V-12 program in the spring of 1946, the School was closed for the summer to give the faculty a well-earned vacation.

In the fall of 1946 the school re-opened with a complete five-year co-operative civilian program with all courses again arranged on the quarter system.

In 1944, the University of Louisville Institute of Industrial Research was



Harold H. Fenwick



Donald M. Bennett

founded with Dean Wilkinson as President and Dr. Robert C. Ernst as Director. In 1945 the I.I.R. building was constructed and industrial research projects were carried out in this new structure.

Shortly after Dean Wilkinson's appointment, the Department of Mechanical Engineering offered the M.S. degree in 1939.

During the years that Ford Wilkinson was dean, the school added the master's program in Mechanical Engineering, the V-12 accelerated program was carried out, and the basic civilian program was increased to five years. The student body grew from 134 students to 492 students. The Institute of Industrial Research was founded and both the Main Speed School Building and the Institute of Industrial Research Building were constructed.

The University of Louisville conferred its first honorary Doctor of Engineering Degree upon Dean Wilkinson in 1947.

In 1947 Dean Wilkinson resigned to become academic dean of the U. S. Navy Postgraduate School at Annapolis, Maryland. He resigned this position in 1948 to accept the presidency of Rose Polytechnic Institute where he served until his untimely death in 1958.

ROBERT CRAIG ERNST served from 1947 to the present under

Frederick W. Stamm, Acting President from 1946 to 1947

John W. Taylor, President from 1947 to 1950

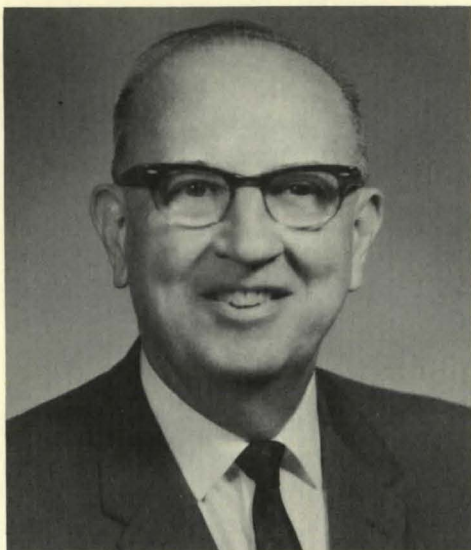
Eli H. Brown III, Acting President from 1950 to 1951

Philip Davidson, President from 1951 to 1968

Woodrow M. Strickler, President from 1968-

Dean Robert Craig Ernst was first employed as assistant professor of chemical engineering in 1926 and was appointed Head of the Department of Chemical Engineering in 1933. Upon the resignation of Dean Ford Lee Wilkinson, Jr., in 1947, Dr. Ernst was appointed Dean of Speed Scientific School and President of the Institute of Industrial Research and still holds these positions.

Dean Ernst has always been interested in research and it was through his encouragement that the Institute of Industrial Research was founded and its building constructed. In 1960 he obtained a small non-critical reactor and established the isotope laboratory. In 1962 he obtained the neutron generator and had a small insulated reactor building constructed to house the reactor and neutron generator. In 1958 he obtained the first digital computer and introduced courses in its use into the undergraduate program. Since that time there have been several updatings of the computer laboratory, until at the present this laboratory contains both analog and digital computers arranged so that they may be operated remotely from other laboratories



W. Roscoe McIntosh

Samuel T. Fife



throughout the school. In 1965 he installed closed circuit television with studios in the Main Speed Building, and receiving sets in all classrooms and auditoriums. This equipment has continually been updated and is now capable of serving the entire campus. Some departments now give many of their courses on television so that one well-prepared lecture serves many class sections for two successive quarters. In 1965 Dean Ernst established the programmed learning laboratory where students can come at any time and listen individually to any of a great choice of lectures.

In 1935, while B. M. Brigman was Dean, it was through the encouragement of Dr. Ernst that the first graduate work was begun by the introduction of the master's degree in Chemical Engineering. In 1946 the master's degree program was made complete by its introduction in the Electrical Engineering and the Civil Engineering Departments. In 1955 the Ph.D. program in Chemical Engineering was established under Dr. Gordon C. Williams, Head of the Department of Chemical Engineering. Although Ph.D. programs in the other three departments have been encouraged and much preparation has been made, they are not quite ready for final development.

Untiring efforts of Dean Ernst and the continued generosity of the Speed family resulted in the construction of Frederic M. Sackett Hall in 1948 and William S. Speed Hall in 1956. Through a Federal grant, the Chemical Engineering building was completed in 1967.

During the last 42 years, Dean Ernst has published many research papers, and has held memberships in many honorary, professional, and academic societies. He has been on the inspection team of the Engineering Council for Professional Development for many years, and is presently a member of the Kentucky State Board of Registration for Professional Engineers and Land Surveyors.

FACULTY

Among the many distinguished faculty members that have served are the following who have received recognition for twenty-five years of distinguished service.

Wylie B. Wendt, 1950	(Civil Engineering)
Harold H. Fenwick, 1951	(Engineering Graphics)
Robert C. Ernst, 1951	(Dean)
Donald M. Bennett, 1951	(Engineering Physics)

John H. Simester



Ralph S. Trosper



W. Roscoe McIntosh, 1952	(Civil Engineering)
Samuel T. Fife, 1952	(Electrical Engineering)
John H. Simester, 1953	(Engineering Mathematics)
Ralph S. Trosper, 1955	(Mechanical Engineering)
Joseph A. Ayers, 1956	(Engineering English)
Gordon C. Williams, 1961	(Chemical Engineering)
Laura Kersey, 1966	(Engineering Library)
M. Gordon Northrop, 1967	(Electrical Engineering)
Edwin W. Paul, 1968	(Economics, Humanities and Social Sciences)

GIFTS

In addition to the James Breckenridge Speed Foundation and the many other financial gifts of the members of the Speed family, the University recently was the recipient of the William J. McGonigale Estate valued at \$200,000 to be used by the Speed Scientific School. In 1967, Mr. G. A. Heuser, through a substantial gift, established the Henry Vogt Professorship in Mechanical Engineering. Many other gifts of funds for equipment, awards, scholarships, and student loan funds have been received from time to time.

ALUMNI AND ALUMNI FOUNDATION

In 1928 there were ten Speed School alumni. Forty years later there are approximately twenty-four hundred living alumni. If the present rate of ninety graduates each year continues, the alumni body of Speed School will level off in another quarter century with approximately four thousand graduates.

Speed School is a young school when compared to certain other engineering schools. So is today's alumni body. The oldest alumni are just entering their sixties, and the average age is in the lower thirties. This young alumni group is just beginning to attain its potential.

Although Speed School is a young institution, it has long since established high standards of excellence in its undergraduate program. Placement officers in industry have sought Speed-educated engineers for a number of



Gordon C. Williams

Joseph A. Ayers



M. Gordon Northrop



years along with those who have graduated from older and larger schools. The School has always striven to give its students the highest level undergraduate program possible. Numbers do not mean quality, and Speed School has never operated on the assumption that size should be a criterion in judging an institution.

Speed graduates compete successfully on the job with graduates from every engineering college in the country. Speed men are "Speed School" to their employers and to their associates. The School itself is judged by the performance of those it has graduated.

An engineer and his school are judged on several counts. First, an engineer and his school are measured by the knowledge the engineer himself has. If he is alert, has the ability to assume leadership, and is sound in his thinking and actions, then both his reputation and that of his school are enhanced. On the other hand, if he shows none of these qualities of leadership or exceptional training, then his school is also thought of in these terms. Second, an engineer is measured by his attitudes toward his profession and his fellow man in general. If he does his part, and more, in his community and in his professional life, it reflects on the school from which he graduated. Finally, he is judged by his responsibility to his school for the education he received. The cost of his education was never covered by the tuition he paid. Rather, it was shared by those who built and supported his school by their financial assistance. He should remember that he himself is being called upon to assist in the education of others today as he was aided by others in the past.

Technical knowledge, professional attitude, and realistic gratitude for an education are the characteristics of the mature engineer.

There are important obligations any good school has to its alumni, and in this respect, Speed has done its part. The Speed family not only established the School, but it has continued its philanthropy to enable the School to fulfill those goals envisioned forty years ago. The prestige of any degree is subject to change, and the alumnus whose school continues to build in quality and to improve in stature is fortunate indeed. By constantly upgrading its curriculum, Speed School has enhanced the value of its degrees over the years.

A mutual knowledge of the interdependence of Speed School on its alumni and the alumni on the School has developed over the years. This understanding has been responsible for the early success of the Speed Alumni Foundation. The Foundation is the product of two important factors: Alumni reasoning, and the performance of the School.



Laura Kersey

Edwin W. Paul



The Foundation began with a modest start in 1953 with gifts of \$3,614. It is important to note that alumni annual giving had amounted to less than \$1,000 in 1952; thus the Foundation was a success from the very beginning. The Foundation, in its tenth year, raised more than \$10,500. Present assets of the Foundation amount to approximately \$120,000. Nothing in the history of the School has captured the imagination of the alumni as much as has the Alumni Foundation.

Preservation and growth of the Foundation's assets have been uppermost in the minds of the Speed alumni who have supported the activities of the Foundation during the past decade. They realize the School has been fortunate in receiving its basic capital support from the Speed family. They have also recognized that soon it will become necessary for the maturing alumni body to take its share of the load. The Speed alumni know that, in a free society, the cost of an education is largely borne by the individual who receives it.

ACKNOWLEDGEMENT

The splendid work of Miss Ruth Lee Koch and Professor W. R. McIntosh who gathered this information and compiled this document is greatly appreciated.

Designed by Charles J. Byrne, Public Information Office